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INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT	50X1-HUM
CD NO	

COUNTRY	USSR
SUBJECT	Economic - Railroad transport
HOW PUBLISHED	Daily newspapers
WHERE PUBLISHED	USSR
DATE PUBLISHED	27 Feb - 8 Apr 1949
LANGUAGE	Russian

DATE OF  
INFORMATION 1949

DATE DIST. 18 May 1949

NO. OF PAGES 3

SUPPLEMENT TO  
REPORT NO.

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NEW INSTALLATIONS GO INTO  
SERVICE; TALLIN REPAIR PLANT SLUMPS

BRIDGE ACROSS IRTYSH COMPLETED -- Kazakhstanskaya Pravda, No 63, 1 Apr 49

Pavlodar -- On 30 March the railroad bridge of the South Siberian Trunk line across the Irtysh River was completed and the first train, loaded with construction material, made the crossing. Vyasgin, chief of the bridge-building train of the Ministry of Transport, reports that the bridge was built under difficult working conditions, including winter temperatures of 30 degrees below zero.

HUSTAVI TO GET NEW FREIGHT STATION -- Zarya Vostoka, No 40, 27 Feb 49

Construction of a new railroad freight station has begun in Rustavi. It will consist of two large railroad yards, one for the Ministry of Transportation and one for the Transcaucasus Metallurgical Plant, and will be one of the largest stations in the Georgian SSR.

TRANSBAIKAL COMMUNICATIONS IMPROVED -- Zabaykal'skiy Rabochiy, No 42, 2 Mar 49

A Communications Laboratory of the Transbaykal Railroad System has produced apparatus to improve communications on the railroad lines. This apparatus has been installed in Khilok and Zilovo Stations and in the administration of the system and has worked out satisfactorily. The laboratory is continuing its work to improve communications between the administration and the lines.

**MOSCOW TO ELECTRIFY TWO SECTIONS --** Moskovskiy Bol'shevik, No 75, 31 Mar 49

During 1949, two new sections of the Moscow Railroad System will be completed.

- 1 -

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**SECRET**

50X1-HUM

electrified. Electric trains will operate on the Odintsovo-Golitsyno line of the Western road. A new stop at Dachnoye, between Zhavoronki and Malaya Vyaz'ma, will be added to make a total of seven on the line. Electrification of the line is scheduled to be completed 7 October 1949. The same date is set for the opening of an electrified section between Panki and the Village imani Dzerzhinskiy on the Moscow-Ryazan Line..

**BLOCK POSTS INSTALLED ON SUBWAY -- Moskovskiy Bol'shevik, No 82, 8 Apr 49**

Assembly of the first block post, for centralized control of track switches, on the new Kursk Station-Crima Square line of the Greater Belt Subway has begun. The block post is being equipped with special devices for automatic operation of switches. A luminous board is also being installed here, which will indicate the position of signals and switches, and the movement of trains in the tunnels. The first block post is being installed on the siding between the Novokuznetskaya and Paveletskaya stations. This siding connects the belt line with the operating trunk lines of the subway.

**WORK PROGRESSES ON MOSCOW SUBWAY -- Moskovskiy Bol'shevik, No 72, 27 Mar 49**

Preparations have begun for laying track along the Kursk Station-Crima Square section of the Moscow subway. So far, 20 kilometers of rails have been lowered into the tunnel.

The Kuznetsk Metallurgical Plant is making special rails for the subway. Geodetic and railroad engineers are working on the section between the Paveletskaya and Serpukhovskaya Stations.

**NEW DIESEL LOCOMOTIVE TESTED -- Pravda, No 92, 2 Apr 49**

Tests of the new Diesel locomotive (teplovoz), built by the Kharkov Plant of the Ministry of Transport Machine Building, are being carried out on the Moscow-Kursk Railroad System. In the first run to Skuratovo station, the locomotive pulled the Moscow-Tbilisi express train. Besides pulling passenger trains, the locomotive will also haul freight trains on the Moscow-Tula sector.

**TALLIN REPAIR PLANT SLUMPS -- Sovetskaya Estoniya, No 71, 26 Mar 49**

The Tallin Locomotive and Car-Repair Plant is operating poorly. At present it has in its yard 17 locomotives for whose repair workers' salaries have been paid and for which receipts have been signed as repaired, but upon which repair has not been completed. Funds allotted for their repair have been spent for other things. This and similar instances indicate a lack of fundamental order in the plant. Organization of labor, technology of production, and standardization are all on a low level. Many labor-consuming processes are not mechanized.

Spare parts are handled carelessly, some being lost, which necessitates new expense of labor, time, and money to make new ones. There is no planning of work, either on a yearly, monthly, or daily basis. There are no bridge cranes in the foundry and boiler shop, and no girder cranes or hoists in the turning shop. Most of the heavy moving is done by hand. Workers are forced to fetch parts themselves. Freight cars must be jacked up by hand, although an electric jack has stood idle in the shop for 3 years.

In 1948 the plant fulfilled its plan for gross production 76 percent, but funds for workers' salaries were expended 91.3 percent. In January 1949 gross production was 51 percent of the plan, and salaries paid amounted to 83

- 2 -

**SECRET**

**SECRET**

50X1-HUM

percent of the allotted fund. In 1948, 1,200,000 rubles were paid out above the figure indicated by actual production. Spoilage amounted to 4,164 rubles in January 1949, but the workers responsible were assessed only 620 rubles. The rest was charged to production cost.

Norms are set low, and work is so poorly organized that some workers are idle while others are forced to work overtime. Locomotives which should be in the plant 22 days for repair remain up to 28 days; and cars, usually repaired in 10 days, are held 25 days and more. A large amount of working capital is spent for unneeded materials, such as the 63,000 rubles worth of pipe connections and 31,000 rubles worth of friction apparatus now in the shop.

Lack of mechanization in the plant is due primarily to the conservatism and sluggishness of Chief Engineer Sussl.

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- 3 -

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